AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning at page 1, line 19, of the Substitute Specification with the following amended paragraph:

Particularly advantageous is the fact that it is possible to distinguish between the two sensors by virtue of different resistor networks connecting each of the two sensors to a signal evaluation unit, for these different resistor networks then result in different characteristic ranges for the parameters to be evaluated. The resistor networks are designed in such a way that the electrical characteristic ranges do not overlap. This makes possible a clear distinction between the two sensors in the signal evaluation unit.

Please replace the paragraph beginning at page 1, line 26, of the Substitute Specification with the following amended paragraph:

It is furthermore advantageous that the switch, as the different resistor network, features, in a branch between one of the sensors and the signal evaluation unit, a first resistor, which, in conjunction with a further resistor associated with [[of]] the signal evaluation unit, forms a current divider. Thus it has become possible in the most simple manner that the current delivered by this sensor as an electrical parameter is in a different range than the current which is delivered to the signal evaluation unit by the second sensor and which does not feature a current divider. The first resistor may be advantageously located within the switch itself, for this allows the outputs of the switch to be easily identifiable from outside due to the delivered parameters.

Please replace the paragraph beginning at page 2, line 12, of the Substitute Specification with the following amended paragraph:

The Figure shows a block diagram of the switch according to the present invention, in which the switch is connected to a signal evaluation unit.

Please replace the paragraph beginning at page 2, line 16, of the Substitute Specification with the following amended paragraph:

Today it is very common in vehicles to offer the option of deactivating the front passenger-side airbag or the rear side airbags using a switch. This is commonly referred to as the airbag deactivation switch. For this purpose, the position of a switch, in particular a key switch, is evaluated by the airbag control unit. Various concepts are currently known for

implementing the switch. First there are switches having resistor networks, in which the switch switches between two different, i.e. asymmetrical resistive dividers, and then there are switches made up of one or two Hall-effect sensors. The switching here is contactless, i.e. the system switches, in a mechanically robust manner, back and forth between the two current ranges of the Hall-effect sensors. If the two Hall-effect sensors have the same form and if the resistor network between the sensors and the signal evaluation unit is also the same in each case, then it is impossible to detect from the outside which of the two lines or connection terminals of the switch belongs to which Hall-effect sensor. This can possibly lead to incorrect decisions.

Please replace the paragraph beginning at page 2, line 30, of the Substitute Specification with the following amended paragraph:

According to the invention, a design approach is provided which makes it possible to distinguish the Hall-effect sensors and thus to improve an error detection. To this end, a different interconnection configuration is proposed between each of the sensors and the signal evaluation unit. This gives rise to different characteristic ranges for the parameters to be evaluated. That is to say that the current and/or voltage are different, given the same conditions of measurement. The wiring configuration may be designed in such a way that the characteristic ranges of the two sensors no longer overlap. This allows for an unequivocal assignment to the individual sensors. Particularly by introducing a current divider in one of the branches between the sensor and the signal evaluation unit was it possible to achieve a differentiation of the characteristic ranges in the most simple manner.

Please replace the paragraph beginning at page 3, line 14, of the Substitute Specification with the following amended paragraph:

In a block diagram, the Figure now shows the switch according to the present invention which is connected to a signal evaluation unit. An airbag deactivation switch 2 is supplied with voltage via a connection 1. Normally, energy from the car battery voltage is tapped for this purpose. Airbag deactivation switch 2 has two Hall-effect sensors HS1 and HS2, a switch 4 operable by the user, a resistor R3 as well as two external connection terminals L1 and L2. Voltage supply 1 branches off to the two Hall-effect sensors HS1 and HS2. Hall-effect sensor HS1 gives off a current I1 which flows to resistor R3 and connection terminal L1. On its other side, resistor R3 is connected to ground. Connection terminal L1 is connected via a line to a control unit 3, namely, to a connection terminal 9, which is on the one hand connected to a measuring resistor R3 and on the other hand to a signal evaluation unit 10.

Please replace the paragraph beginning at page 3, line 25, of the Substitute Specification with the following amended paragraph:

Signal evaluation unit 10 processes and evaluates the Hall-effect sensor signal. Hall-effect sensor HS2 gives off a current I2. This current flows to connection terminal L2 which is connected via a line to control unit 3, namely, to a connection terminal 8. From this connection terminal 8, a resistor R2 branches off to ground on the one hand, while on the other hand a connection branches off to signal evaluation unit 10. Switch 4 is switchable between the two Hall-effect sensors HS1 and HS2 and is connected to a magnet so as to generate different Hall currents via the Hall-effect in the two Hall-effect sensors HS1 and HS2. A parallel connection of resistors R1 and R3 is provided between Hall-effect sensor HS1 and signal evaluation unit 10. These resistors form a current divider which ensures that although Hall-effect sensor HS1 gives off the same current I1, a smaller current flows to signal evaluation unit 10. Current divider R1, R3 is configured in such a way that the current that flows to signal evaluation unit 10 can never become as great as current I2 flowing from Hall-effect sensor HS2 to resistor R2 and signal evaluation unit 10.

Please replace the paragraph beginning at page 4, line 6, of the Substitute Specification with the following amended paragraph:

As measuring parameters for recording the switching state, voltages are used that drops across resistors R1 and R2. To this end, the inputs of signal evaluation unit 10 are highly resistive, so that the measuring current flows off almost completely to ground via resistors R1 and R2.

Please replace the Abstract of the Substitute Specification with the following amended Abstract:

A switch for switching off at least one airbag having two identical sensors for detecting a switching state of the switch is provided, the two identical sensors being connected up in such a way that the electrical characteristic-quantity ranges to be evaluated for detecting the switching state differ from each other. This is achieved with the aid of different resistor networks between the two sensors and ~~the~~ a signal evaluation unit.